

STAT

CLASSIFICATION RESTRICTED  
SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY  
INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO. --

**RESTRICTED**  
REPORT

COUNTRY Rumania  
SUBJECT Transportation - Rail  
HOW PUBLISHED Daily newspaper  
WHERE PUBLISHED Bucharest  
DATE PUBLISHED 20 Jul 1951  
LANGUAGE Rumanian  
DATE OF INFORMATION 1951  
DATE DIST. 18 Jan 1952  
NO. OF PAGES 2  
SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF EXECUTIVE ACT 9833, U. S. C. 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Veac Nou.

EVALUATE TRANSIT SCHEDULES

In order to organize the transportation of grain, ARLUS (Rumanian Association for Friendly Relations with the Soviet Union), in collaboration with the Ministry of Transport and the Federation of Transportation and Communications Unions, has sponsored a series of conferences to popularize the Soviet method of coordinating transportation.

The first conference, held on 11 July at the Regional Headquarters of the Rumanian Railroad System (CFR), was attended by station masters of all large railroad stations in the Bucharest region; chiefs of operations divisions of the CFR; administrative personnel of regional headquarters; delegates from the Ministry of Transports, Ministry of Lumber, Paper, and Cellulose Industry, Ministry of Metallurgical and Chemical Industries, Ministry of Petroleum and Coal Industries, Ministry of Constructions and Building Materials Industry; representatives from the State Commission of Agricultural Collections, from plants inside and outside the Bucharest area, from the Federation of Transportation and Communications Unions, and from ARLUS organizations in the Bucharest area.

The conference was opened by Nastase (fnu), Assistant Director of Railway Transport. The principal speaker was N. Ciobanu of the Technical Service of the General Directorate of Railroad Transport, under the Ministry of Transports. He described the movement of trains based on the method of the Soviet engineer Osipov [Osipov?] as adaptable for Rumania.

This process requires the strict scheduling and control of train movements to assure proper use of rolling stock, to reduce the travel time of trains by 30-50 percent, to insure increased transportation of goods, and to reduce the sidetracking of cars.

A car in transit moves 21 percent of the time, stands 35 percent of the time (for loading and unloading), and is idle 44 percent of the time. It is evident, then, that the chief problem is the shortening of layover time, which may be as high as 79 percent of the entire total. Various factors must be

**RESTRICTED**

- 1 -

STATE		CLASSIFICATION		DISTRIBUTION					
STATE	NAVY	X	NSRB	X	FBI				
ARM.	AIR	X	NSRB	X	FBI				

STAT

**RESTRICTED**

RESTRICTED

considered in this task. Shippers, particularly those with sidings leading to their warehouses, must speed up loading and unloading, as well as enlarge their loading zones to permit the handling of more cars at the same time. Stations at which loading and unloading are done by railroad crews must perform these tasks in the least possible time. Shunting of freight cars into public or private loading zones must be done more efficiently.

Work in terminals must be improved. The train-formation plan must be followed at all times. The route schedule must be a basic consideration of both railroad management and the consigners. Trains following scheduled routes must be organized so as to avoid stops en route. Scheduling of goods for transport must be done in accordance with the State Transportation Plan. The Transportation Plan must satisfy the needs of passengers, industry, and agriculture. The railroad phase of the plan is of great significance, since 80 percent of all goods shipped in Rumania is transported by rail.

Railroad officials and shippers must collaborate in the preparation of routes and schedules. Transit schedules are of two types. Loading-place transit schedules are for trains formed at the place of loading. Technical transit schedules are for trains formed according to a prescribed plan for yard assembly. Loading-place transit schedules are divided into shipper transit schedules and transit schedules by steps. Shipper transit schedules apply to cases in which loading takes place at one freight-loading station only, by one or more consignors, for one destination. Transit schedules by steps apply to cases in which groups of cars having the same destination are loaded by different shippers at different freight stations along the same route and made up into one train.

Transit schedules are made: (1) for a single loading operation with a single destination, (2) with several stations on the same route as destinations, (3) with several stations located in the same region as destinations.

In mapping transit routes, loading conditions, track conditions, and unloading conditions must be taken into consideration. Transit scheduling in transportation represents the best way to reduce the number of cars in transit. Calculations show that if standing time in transit can be reduced 30 percent, this would result in a saving of 1,300 cars per day for further loading purpose, giving a total of 5,800 cars per day. Thus an additional 39,000 cars per month could be loaded with existing rolling stock. -- Andrei Colesiu, Technical Director of Railway Transport

M D -

**RESTRICTED**

- 2 -

RESTRICTED